

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

September 24, 2003  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Wendy Feldman-Kerr, Queen Creek  
Mayor Keno Hawker, Mesa, Vice Chair  
# Councilmember Dave Waldron for  
Mayor Douglas Coleman, Apache Junction  
Vice Mayor Marie Lopez-Rogers for  
Mayor Ron Drake, Avondale  
Mayor Dusty Hull, Buckeye  
\* Mayor Edward Morgan, Carefree  
Mayor Vincent Francia, Cave Creek  
Mayor Boyd Dunn, Chandler  
Mayor Robert Robles, El Mirage  
Mayor Wally Nichols, Fountain Hills  
Councilmember Bud Turner for  
Mayor Chris Riggs, Gila Bend  
\* Governor Richard Narcia, Gila River Indian  
Community  
Mayor Steven Berman, Gilbert  
Mayor Elaine Scruggs, Glendale  
# Vice Mayor Dick Sousa for  
Mayor James Cavanaugh, Goodyear

Mayor Vinicio Alvarez, Guadalupe  
Mayor J. Woodfin Thomas, Litchfield Park  
Supervisor Max W. Wilson, Maricopa County  
Mayor Edward Lowry, Paradise Valley  
Councilmember Pat Dennis for Mayor John  
Keegan, Peoria  
Mayor Skip Rimsza, Phoenix  
\*President Joni Ramos, Salt River  
Pima-Maricopa Indian Community  
Mayor Mary Manross, Scottsdale  
Mayor Joan Shafer, Surprise  
Mayor Neil Giuliano, Tempe  
\*Mayor Adolfo Gamez, Tolleson  
Vice Mayor John Roberts for  
Mayor Lon McDermott, Wickenburg  
Mayor Bryan Hackbarth, Youngtown  
Rusty Gant, ADOT  
Joe Lane, ADOT  
F. Rockne Arnett, Citizens Transportation  
Oversight Committee

\* Those members neither present nor represented by proxy.  
# Attended by videoconference or by telephone conference call.

1. **Call to Order**

The meeting of the Regional Council was called to order by Regional Council Chair Wendy Feldman-Kerr at 5:02 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Feldman-Kerr introduced as proxies Vice Mayor Marie Lopez-Rogers for Mayor Ron Drake, Avondale; Councilmember Bud Turner for Mayor Chris Riggs, Gila Bend; Councilmember Pat Dennis for Mayor John Keegan, Peoria; Vice Mayor John Roberts for Mayor Lon McDermott, Wickenburg.

Chair Feldman-Kerr announced that Councilmember Dave Waldron as proxy for Mayor Douglas Coleman, Apache Junction, was attending the meeting via videoconference call; and Vice Mayor Dick Sousa as proxy for Mayor Jim Cavanaugh, Goodyear, was attending the meeting via teleconference call. Vice Mayor Sousa and Councilmember Waldron acknowledged they were present and could hear the meeting.

Chair Feldman-Kerr stated that the RPTA has agreed to provide transit tickets for those who used transit to come to the meeting. She stated that garage parking validation was available from staff.

Chair Feldman-Kerr stated that due to the room's acoustics, audience conversations carry over to the Council table, making it difficult to hear presentations. She requested that the audience keep conversations to a minimum during the meeting.

Chair Feldman-Kerr stated that MAG staff seated at each end of the entryways to the Regional Council table on both sides of the room are available to assist members of the public in turning in their public comment cards.

Chair Feldman-Kerr stated that for agenda item #6A, an addendum to the Public Input Opportunity Report was at each place.

### 3. Call to the Audience

Chair Feldman-Kerr stated that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out the cards, which are available on the tables adjacent to the doorways inside the meeting room. She noted that there is a three minute time limit. Public comment is provided at the beginning of the meeting for non-agenda items.

Chair Feldman-Kerr recognized public comment from DD Barker, who stated that she is a resident of Phoenix and her phone number is 602-999-4448. Ms. Barker commented on the public process. She stated that at the September 17, 2003 TPC meeting, thanks were expressed to members, business and legislative representatives. She expressed her thanks to the citizens who have given of their time freely for many years. Ms. Barker stated that until the attorney determines if her cartwheels have merit, she will say "Multimodal feels good and is the American thing." Chair Feldman-Kerr thanked Ms. Barker for her comments.

Chair Feldman-Kerr recognized public comment from Art Dinges, who represented the National Federation for the Blind. Mr. Dinges, a resident of the Phoenix area for 23 years, stated that transportation has improved since he first moved here. Mr. Dinges stated that the National Federation for the Blind passed a resolution at their September 14, 2003 convention supporting the extension of the half cent sales tax and the concept that funds will be used for mass transit in Maricopa County. He provided a copy of the resolution to the Council. This resolution was made a part of the permanent record. Mr. Dinges stated that he was attending the Regional Council meeting to reaffirm the Federation's position. Chair Feldman-Kerr thanked Mr. Dinges for his comments.

Chair Feldman-Kerr recognized public comment from Blue Crowley, who stated that the public input report was not put together as it should be. He noted that the document that he and Mayor Hawker helped to put together in 1989 was used during his dissertation and he asked that this be included as part

of the record next to his comments. Instead, it was put at the end of the report. Mr. Crowley stated that he and Mayor Shafer could not find the public meeting in Surprise. He commented that Goodyear requested a park and ride lot at Cotton Lane, which was not included in the Plan. Mr. Crowley expressed his appreciation to Mayor Giuliano for his efforts to get agreement by the TPC on a plan. He stated that at the Glendale public hearing, the public expressed their desire for more rubber tire transit, not light rail. Mr. Crowley stated that MAG members are freeway people, and are more interested in maintaining tradition than in getting the job done. Mr. Crowley noted that he has been misquoted in minutes when he commented on allocating the half cent sales tax. He stated that he wanted the job done correctly because his money is being used. Mr. Crowley noted that 60 percent of Maricopa County is west of Loop 303, and in MAG's Plan, that 60 percent is addressed zero. Chair Feldman-Kerr thanked Mr. Crowley for his comments.

Mayor Robles moved to approve consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5G. Mayor Thomas seconded.

Before a vote was taken, Mayor Hawker offered comments on agenda item #5G. He commented that the Regional Council approved the Regional Development Scope of Work in December 2002, which were refined in June 2003. Mayor Hawker asked when reports of regionally significant projects would be forthcoming before votes on approvals, such as 208 amendments, are taken. He commented that this information on costs and impacts would be useful knowledge before approvals are made. Mayor Hawker also asked if the Regional Council had the legal authority to deny such amendments. Dennis Smith replied that the Regional Council does have the authority to deny 208 permits, as long as the reasons complied with the law. Mr. Smith addressed Mayor Hawker's question about regionally significant projects. He explained that the process is to provide information to cities at the beginning of the process for comment. Mr. Smith stated that for the past six months, the intensive efforts on the RTP have tied up staff, and there was no capacity for them to take on work other than those efforts. Mr. Smith offered that a presentation on the full status of the reporting could be given at the next Regional Council meeting.

The vote taken on the motion passed unanimously.

5A. Approval of July 23, 2003 Meeting Minutes

The Regional Council, by consent, approved the minutes of the July 23, 2003 Regional Council meeting.

5B. Enhancement Funds Working Group Round XI Recommendations

The Regional Council, by consent, approved that ranked applications from the MAG Enhancement Funds Working Group be forwarded to the Arizona Department of Transportation for consideration by the State Transportation Enhancement Review Committee, and recommend that regulations limiting tree size to 15 gallons in all transportation enhancement projects be dropped due to concerns for health, safety and public welfare. The Enhancement Funds Working Group (EFWG) was formed by the MAG Regional Council in April 1993 to review and recommend a ranked list of Enhancement Fund applications from this region to the State Transportation Enhancement Review Committee (TERC). The Working Group recommends that the attached ranked applications be forwarded to the Arizona Department of Transportation (ADOT) for consideration by the TERC. In addition to reviewing and recommending projects to be submitted to the TERC, the EFWG reviews ADOT policies and

recommends changes to improve the transportation enhancement program. This year, the Working Group discussed ADOT policies regarding limits on the size of trees used in transportation enhancement projects. The Group recommended that regulations limiting tree size to 15 gallons in all transportation enhancement projects be dropped due to concerns for health, safety and public welfare. The Management Committee concurred with the EFWG.

5C. Proposed Amendment to the FY 2003-2007 MAG Transportation Improvement for Highway Projects.

The Regional Council, by consent, approved an Amendment to the FY 2003-2007 MAG Transportation Improvement Program to add a new ITS project for ADOT and an Enhancement project for Mesa. The FY 2003-2007 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council on July 24, 2002. Since that time, ADOT has been notified that the region has been awarded \$2,980,500 in ITS funding to develop connectivity and inter-operability with the AzTech ITS system. Also, the City of Mesa wishes to start development of an Enhancement funded project to design and construct pedestrian pathways, furniture and other amenities in their Downtown area. This project has been incorrectly omitted from the current TIP as being already underway. In order to proceed with these projects, they need to be added to the TIP. Both of the proposed changes may be categorized as exempt projects or minor project revisions for which an air quality conformity analysis is not required. Consultation on the conformity assessment for the proposed changes is considered under a separate agenda item. The Management Committee recommended approval.

5D. Consultation on Proposed Transportation Conformity Processes for the 2003 MAG Conformity Analysis

Federal and state conformity regulations require that MAG consult with federal, state, and local air quality and transportation agencies on proposed processes for the conformity analysis on the Transportation Improvement Program and Plan. MAG distributed for comment the proposed processes to be applied in the upcoming conformity analysis for the FY 2004-2007 MAG Transportation Improvement Program and the Regional Transportation Plan. Comments regarding this material were requested by August 29, 2003. This item was on the agenda for consultation.

5E. Consultation on Potentially Regionally Significant Projects of the FY 2004-2007 MAG Transportation Improvement Program

Federal and state conformity regulations require Metropolitan Planning Organizations such as MAG to consult with state and local air quality and transportation agencies, the U.S. Environmental Protection Agency, and U.S. Department of Transportation regarding which transportation projects will be considered "regionally significant" for the purposes of regional emissions analysis. Regionally significant projects are subject to conformity requirements. A list of potentially regionally significant projects from the proposed FY 2004-2007 MAG Transportation Improvement Program has been prepared. It is requested that comments regarding the list be reported to MAG by August 29, 2003. This item was on the agenda for consultation.

5F. Conformity Consultation

MAG is conducting consultation on a conformity assessment to amend the FY 2003-2007 MAG Transportation Improvement Program. The amendment is necessary to include new federal Intelligent Transportation System (ITS) funding to develop connectivity and interoperability with the AzTech ITS

system. The amendment also includes a City of Mesa transportation enhancement project to design and construct pedestrian pathways, furniture, and other amenities in their Downtown area. Both projects may be categorized as exempt. This item was on the agenda for consultation.

5G. Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Tartesso West Water Reclamation Facility

The Regional Council, by consent, approved the Draft MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Tartesso West Water Reclamation Facility. The Town of Buckeye is requesting that MAG amend the 208 Water Quality Management Plan to include the Tartesso West Water Reclamation Facility. The Maricopa County unincorporated area is within three miles of the project, and the County has indicated they do not object to the proposed facility. On June 5, 2003, the MAG Water Quality Advisory Committee authorized a public hearing on the draft amendment with provisos. At the July 28, 2003 public hearing, the Town of Buckeye and the City of Goodyear indicated that the provisos from the Water Quality Advisory Committee had been addressed. The Management Committee recommended approval of the amendment.

6A. Review of Comments From Public Involvement Efforts

The Council agreed to hear agenda items #6A, #6B, and #6C out of order.

Chair Feldman-Kerr stated that the Regional Council discussed broadening the policy-making process of MAG at its retreat in January 2001. In May 2001, the Regional Council formed the Governance Task Force, on which she served, and the Governance Advisory Committee. She acknowledged the leadership for this effort from the Chair of the Regional Council at that time, Mayor Skip Rimsza. Chair Feldman-Kerr stated that in total, counting Management Committee and Regional Council meetings, more than 27 meetings were held to discuss improving MAG's governance process. Chair Feldman-Kerr stated that one of the most significant Governance changes was the formation of the Transportation Policy Committee, which represented a new way of doing business for MAG. This new process included the business community as a full voting partner in developing the Regional Transportation Plan. Chair Feldman-Kerr recognized Regional Council members who served on the Governance Committees: Mayor Skip Rimsza, who chaired the Task Force, Mayor Ron Drake, Mayor Woody Thomas, Mayor Keno Hawker, and Roc Arnett. Chair Feldman-Kerr stated that the Plan represents an inclusive process where all parties were provided an opportunity to advocate for their varying interests. She thanked Mayor Giuliano for chairing the TPC, Mayor Scruggs for serving as the Vice-Chair, and the TPC members for delivering a great Plan.

Mayor Giuliano expressed his thanks to Mayor Scruggs and the Regional Council members who served on the TPC. He stated that the TPC Progress Timeline shows all of the work and milestones accomplished over the past year. Mayor Giuliano stated that before the Regional Council for consideration is the result of that work. He commented that the TPC wanted to have a balanced plan that every segment of the region could support. Mayor Giuliano acknowledged Mr. Smith, Mr. Anderson, Ms. Taft, and MAG and member agency staffs, for the phenomenal job. He stated that the TPC remained focused and on time, and that is how the schedule was met. Mayor Giuliano stated that the Plan meets the needs throughout the Valley, whether freeway, transit, or arterials. He stated that the next stage after action tonight is for staff to conduct the air quality conformity analysis. After the analysis is done, the Plan needs to be certified to the Governor and Legislature by November 30th. The

Legislature needs to take action in January to authorize an election so that the ballot language can be provided by the Board of Supervisors to the Elections Department by February 3, 2004, in order that the election can be held May 18, 2004.

Mayor Giuliano stated that the Plan will be a success if everyone remains united. A lot was learned from the process and it was a unique experience. Mayor Giuliano reported on a recent trip to the peer city of Dallas, Texas, by legislators, business representatives, and TPC and Regional Council members. The goal of the trip was to see what could be learned from their experiences. Mayor Giuliano noted that the MAG population projections are on target to what Dallas is today. He commented that when the Dallas hosts were asked what they would be left with if they did not have light rail, expanded HOV, and BRT, the answer was “gridlock.”

Mayor Giuliano stated that MAG is putting into place the transportation infrastructure we will need for the future of the region. The Regional Council’s action today is advancing a plan that is the most comprehensive planning effort in 40 years. Mayor Giuliano stated that he would be participating later that evening in the Horizon television show, along with TPC member Marty Shultz and Representative Gary Pierce.

Kelly Taft gave a presentation on the extensive public involvement efforts undertaken in the development of the Regional Transportation Plan. Ms. Taft stated that the outreach included more than 150 early input opportunities and involved thousands of citizens, including special events, public workshops, the Regional Town Hall, Web opportunities, and small group presentations. She noted that after the draft Plan was approved on July 22nd, the draft Plan was taken back to the public for further review and comment. Ms. Taft stated that comment was received at six public meetings/hearings and six business hearings. In addition, other input opportunities included special events, presentations to small groups, and input received online, by telephone and US mail. Ms. Taft reviewed the results from the public input form that was distributed at public meetings and special events: 97 percent of participants agreed that there is a significant transportation problem that needed to be addressed; awareness of the sales tax expiration was very high among public meeting participants; in nearly every venue, the majority of participants agreed with the level of investment allocated to each mode in the draft Plan.

Ms. Taft discussed the results of input received from Title VI communities who indicated widespread agreement with funding levels in the Plan. She displayed a chart indicating differences in public input form responses by subarea. Ms. Taft stated that, while comments were diverse and varied by venue, some trends were seen. Many participants expressed concern for neighborhood mitigation issues, and a desire for safety considerations. They expressed support for mass transit improvements. Ms. Taft noted support for freeway investments was highest in the West Valley. She noted that the strongest differences of opinions were in freeways and light rail, with both strong support and opposition shown for each. Chair Feldman-Kerr thanked Ms. Taft for her presentation. No questions from the Council were noted.

#### 6B. Review of Transportation Survey Results

Ms. Taft provided background on the survey. In December 2002, a scientific poll was conducted to get early information about citizen priorities and voters’ level of support for the extension of the half cent

sales tax. She noted that Behavior Research spent a significant amount of time interviewing TPC members, legislators, and Maricopa 2020 on the poll.

Earl DeBerge, Behavior Research, gave a presentation on a public survey that was conducted of 600 registered voters in August 2003. He explained the poll indicates that 75 percent of Maricopa County voters would support the extension of the current half-cent sales tax for transportation, if the election were held today. Mr. DeBerge indicated there was strong support within all geographic areas of the Valley. The poll also found that awareness of the expiration of the half-cent sales tax for transportation has risen since a similar poll was conducted in December, from 27 percent to 31 percent. Mr. DeBerge explained that voters were also asked to rate their overall transportation spending priorities. Freeway, major street improvements and bus service were the highest-rated priorities, with six to seven in ten giving each a high priority. Light rail and Dial-a-Ride services received high priority ratings from 45 percent and 39 percent, respectively, while another fifth to a third rated each as moderate priorities.

Mr. DeBerge stated that voters also showed support for regional improvements, with 89 percent reporting that they favor a transportation system that improves how people get around the entire Valley, and only nine percent favoring one that improves how people get around their area of the Valley. Mr. DeBerge stated that when respondents were asked the likelihood of utilizing various transportation modes in the future, 94 percent of respondents indicated they or a member of their family would use freeways, 55 percent indicated they would use light rail, 49 percent bus service, and 25 percent Dial-a-Ride. Even when presented with arguments both for and against individual transportation modes, support for the tax extension remained high. Mr. DeBerge stated that the primary reasons voters gave for supporting the sales tax extension were that the overall transportation system in the Valley needs to be improved or kept current, improvements are needed to keep up with Valley growth, there is a need for more or updated freeways, and there is a need to reduce traffic congestion. Chair Feldman-Kerr thanked Mr. DeBerge for his presentation.

#### 6C. Approval of Regional Transportation Plan for an Air Quality Conformity Analysis

Eric Anderson provided an overview of the Regional Transportation Plan (RTP). He stated that the Plan is a multimodal plan, which is needed to deal with projected growth and congestion. Mr. Anderson displayed a map of the freeway/highways improvements that include four new freeways: Loop 303 and the South Mountain, which were approved in the 1985 tax; the I-10 Reliever; and Williams Gateway Parkway. Mr. Anderson stated that improvements also include widening of Loop 101 and Loop 202, \$500 million for I-10 at the Broadway Curve, and \$1 billion for I-17. Mr. Anderson reviewed the factors in phasing the projects, and displayed maps of the project phasing for freeways/highways, interchanges, and arterials. By use of additional maps, Mr. Anderson explained the proposed supergrid of transit service, BRT routes, and high capacity corridors. He stated that the region will benefit economically from the Plan, because the ability to move people and goods is the backbone of Arizona's economy. Mr. Anderson stated that the Plan represents four times the investment in the Central Arizona Project, and is projected to generate 10,600 jobs annually. In addition, industry output will increase \$27.6 billion, or \$1.3 billion per year. Mr. Anderson reviewed the policy concepts adopted by the TPC: Establish firewalls; implement Life Cycle Program for freeways, transit, and streets; continue material cost change and enhancement policies; expand highway acceleration policy to streets; review Plan every five years; consider final input and projects from the public and member agencies. He noted that the TPC is continuing work on additional policy concepts. Chair Feldman-Kerr thanked Mr. Anderson for his report.

Mayor Thomas noted that the \$5 million to study commuter rail was not included in the phasing. Mr. Anderson replied that the money was not phased in yet. The planning money would be set aside in a block.

Supervisor Wilson stated that having the firewalls concept in place was important to ensure the funds set aside would remain in that geographic area. He stated that this is important to gain the support of the voters.

Mayor Giuliano moved to approve the Regional Transportation Plan for an air quality conformity analysis. Mayor Thomas seconded.

Before a vote was taken, Chair Feldman-Kerr recognized public comment from Mr. Crowley, who expressed thanks to Mr. DeBerge for noting that 58 percent of those surveyed would go for a one-cent tax. Mr. Crowley commented that making all improvements to SR 51 simultaneously would save money. Mr. Crowley stated he did not see the bus upgrade happening. He noted that the County's plan was the only plan showing a bus route south of McDowell on 51st Avenue. Mr. Crowley stated that Komatke was here before Phoenix and is not being addressed. He stated that the 1989 he and Mayor Hawker worked on said that a 2½ cent sales tax was needed—with a vote taken every five years to get to that level. Mr. Crowley stated that he had been told that the next election would be 50 percent to rubber tired transit and 50 percent freeways, and the RTP is 60 percent to freeways. Mr. Crowley stated that he understands there is a chance for a special session on October 20th. He questioned if there would be enough time for the legislators to review the plan. Mr. Crowley commented that legislators have stated in the newspaper that they were not happy with light rail and it would probably not pass. He clarified that his comments about inaccurate minutes during Call to the Audience referred to MAG TRC and RPTA minutes. Chair Feldman-Kerr thanked Mr. Crowley for his comments.

Councilmember Dennis noted that Mr. Smith and Mr. Anderson had come to their City Council meeting and presented the RTP. She stated that the Peoria City Council voted unanimously to support the RTP, and they will bring back a resolution after the air quality conformity analysis has been completed. Councilmember Dennis urged other City Councils to do the same.

Mayor Rimsza expressed thanks to everyone who worked on this process and the RTP has been a phenomenal accomplishment. He commented that this type of process is not done at other levels of government. Mayor Rimsza stated that at the end of this month, TEA-21 expires, and no action was taken to renew it, but a five month extension was granted. He commended the courage taken by MAG to step up before the half cent sales tax expires at the end of 2005. Mayor Rimsza stated that this is a solid Plan that will receive the support of the voters. He commented that this effort is what good government is about and Washington could learn from MAG. Mayor Rimsza stated that there were clearly vested interests, both geographic and modal, but the TPC came together in the end. This Plan will offer huge economic development benefits and opportunities for all. He stated that business leaders interested in locating here have indicated that other communities do not have plans for water delivery, wastewater handling, and transportation investments, as this region does. Mayor Rimsza stated that with this action today, MAG will set up a comprehensive plan for 20 years of investments for all modes. He commented that members should feel proud of providing these investments for existing and future citizens who do not want to be caught in traffic. Mayor Rimsza stated that this message is not sent in other parts of the country—California has addressed its transportation in a piecemeal fashion and is paying the price for that in their economy. He stated that the City of Phoenix Subcommittee on



Transportation endorsed the Plan intact, and referred a motion to the City Council if there was any plan change or delay, Phoenix would implement its own tax, which it is allowed to do by City Charter. Mayor Rimsza emphasized that this is not the City's goal. The goal is to keep the Plan 100 percent intact for the approval of the voters. He stated that they wanted to clarify to anyone who wanted to change the Plan that the City would opt out in that event. Mayor Rimsza expressed that he wanted to make it very clear that is not what the City wants to do, it just wants to keep the Plan together. He expressed his thanks to the member agencies, staffs, and volunteers for their time and effort.

Mayor Manross commented that being a member of the TPC provides an opportunity to fully understand how extraordinary this accomplishment is and to see how divergent interests came together to pass the Plan unanimously. She stated that this process could be a model for other issues. Mayor Manross stated that two years ago, no one could have envisioned this would be possible. Everyone learned from each other and were able to create consensus. Mayor Manross stated that Mayor Giuliano did an outstanding job chairing the committee. She expressed her thanks to everyone and commented that she was proud to have been a part.

The vote on the question passed unanimously.

Chair Feldman-Kerr passed a letter of support for the Plan for members' signatures. Mayor Thomas inquired about signatures from the business community TPC members. Mr. Smith explained that their names were included on the attachment that showed the TPC's motion and action taken.

#### 4. Executive Director's Report

This agenda item was taken out of order.

Dennis Smith expressed his thanks to the Regional Council and Governance committees for establishing the TPC, and to the Regional Council Transportation Subcommittee for their efforts on the formation of the TPC. He expressed thanks to the TPC and city and MAG staffs. Mr. Smith commented that MAG is fortunate to have staff with so much experience. Without that seniority, the schedule would not have been met.

Mr. Smith stated that the FY 2004 Transportation/Treasury and Postal Appropriations bill was approved in the amount of \$33.8 Billion, which is \$4.5 billion more than the President's request. A six year authorization is expected in February 2004. Mr. Smith noted that Congressional leaders have endorsed a five-month extension of TEA-21 funding, as mentioned earlier in the meeting by Mayor Rimsza.

Mr. Smith stated that the motor vehicle emission budgets in the Carbon Monoxide Redesignation Request and Maintenance Plan for the Maricopa County Nonattainment Area have been found adequate for transportation conformity purposes. He added that these budgets will be used to determine air quality conformity for the new Regional Transportation Plan.

Mr. Smith stated that he and Mr. Anderson gave a presentation on Transportation in the Valley at the September 4, 2003 Outlook 2004 Economic Forecast held by the Greater Phoenix Chamber of Commerce. The event was attended by more than 600 business people.

Mr. Smith commented on the Dallas informational trip that Mayor Giuliano spoke about earlier in the meeting. He stated that the competition is not between geographic areas of the region, but with other regions. Mr. Smith stated that we need to get ahead of those regions that compete with ours for high quality jobs. Chair Feldman-Kerr thanked Mr. Smith for his report.

7. Regional Task Force on Arts and Culture

Chair Feldman-Kerr addressed the Council on the Regional Task Force on Arts and Culture. She stated that four foundations are jointly funding the Task Force to develop a plan that enhances local arts and cultural programs that would make the region more competitive. She noted that arts and cultural amenities are included in the economic development plans of other metro regions. Chair Feldman-Kerr explained that the Task Force will inventory the existing and planned cultural facilities and compare those resources with those in competing regions. The Task Force will then recommend an action to assure a competitive arts sector for our future. Chair Feldman-Kerr stated that focus groups, interviews and one Task Force meeting have already taken place. She invited members to attend one of two community dialogues scheduled for November 5 and November 6, 2003. Information on the dialogues and the Task Force roster was included in the material handed out. Chair Feldman-Kerr encouraged members to call any of the Task Force at any time.

Mayor Scruggs commented that she attended the first dialogue, and it was very well done.

8. Homeland Security Urban Area Assessment

Tom Remes stated MAG was approached by the Arizona Office of Homeland Security to act as a regional point of contact. He mentioned that approximately \$11 million from the Urban Areas Initiative Grant Program II will be assigned to the region to benefit a regional response. Following the grant guidelines, the Urban Area Working Group was established and includes the State, Maricopa County, and City of Phoenix. Glendale and Mesa were added to the Working Group because they are Metropolitan Medical Response System cities. Mr. Remes noted that Glendale and Mesa are coordinating the jurisdictions in their subregions and coordinated a full day meeting for jurisdictions to discuss the grant, assessment, equipment, and associated costs, such as training, upkeep, licensing, etc. He noted that there are three parts to this specific grant: The Urban Area Assessment, due September 30th, the Urban Area Homeland Security Strategy, due October 31st, and the Budget Detail Worksheets, due November 30th.

Mr. Remes noted that there are many homeland security activities going on concurrently. The current assessment is using information that is currently being collected through the 2003 Federal Risk Assessment. Mr. Remes stated that the Assessment that has been submitted to Maricopa County includes threat assessments, potential targets, weapons of mass destruction response levels, tasks by discipline, current capabilities, and personal protective equipment. He noted that this information is considered sensitive, so submitted information is coded so that damaging information is not released. Mr. Remes stated that the Strategy portion needs to be submitted in October. He stated that he will be bringing more information to the Committee on the Strategy and Funding components at a later date.

Mayor Thomas asked if funding for natural disaster relief was a component of this grant. Mr. Remes replied that this particular grant does not address natural disasters, but funding may be available in other

Homeland Security grants. He explained that this grant is looking more at needs to respond to weapons of mass destruction events or similar incidents. Chair Feldman-Kerr thanked Mr. Remes for his report.

9. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor Thomas stated that a ceremony to honor public safety workers, hosted by the Southwest Chamber of Commerce, took place on September 11th. The communities of Goodyear, Tolleson, Avondale and Litchfield Park participated in the event.

There being no further business, the meeting adjourned at 6:20 p.m.

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Chair

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Secretary